



PROPOSED COMPREHENSIVE PLAN AMENDMENT STAFF REPORT ADDENDUM

ITEM: S02-II-V2
July 8, 2004

GENERAL LOCATION: South of Vienna Transit Station Area, west of Hunters Branch, north of Route 29.

SUPERVISOR DISTRICT: Providence

PLANNING AREA: II

PLANNING DISTRICT: Vienna


SUB-DISTRICT DESIGNATION:
Vienna Transit Station Area

PARCEL LOCATION: 48-1 ((1)) 90 (portion), 91, 91A, 91B, 92, 93, 95; ((6)) 5, 6, 7, 7A, 7B, 8A, 8B, 9-13, 33-37; 48-2 ((24)) 38B, 39-42; 48-3 ((1)) 55; ((5)) 1A, 1B, 2-4, 14-22; 48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69

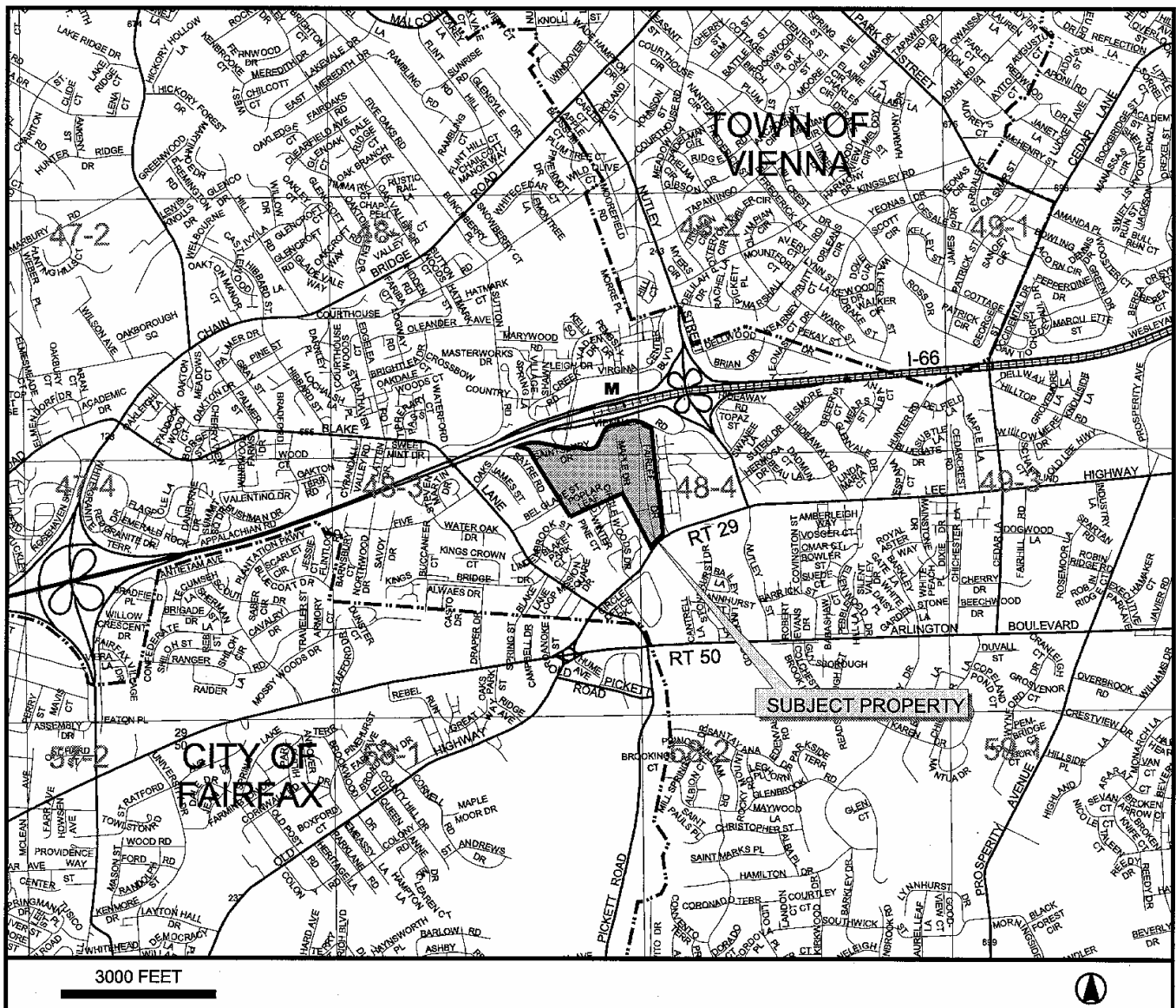
PLANNING COMMISSION PUBLIC HEARING:
Thursday, July 22, 2004 @ 8:15 P.M.

BOARD OF SUPERVISORS PUBLIC HEARING:
Monday, September 27, 2004 @ 4:30 P.M.

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**

 Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.

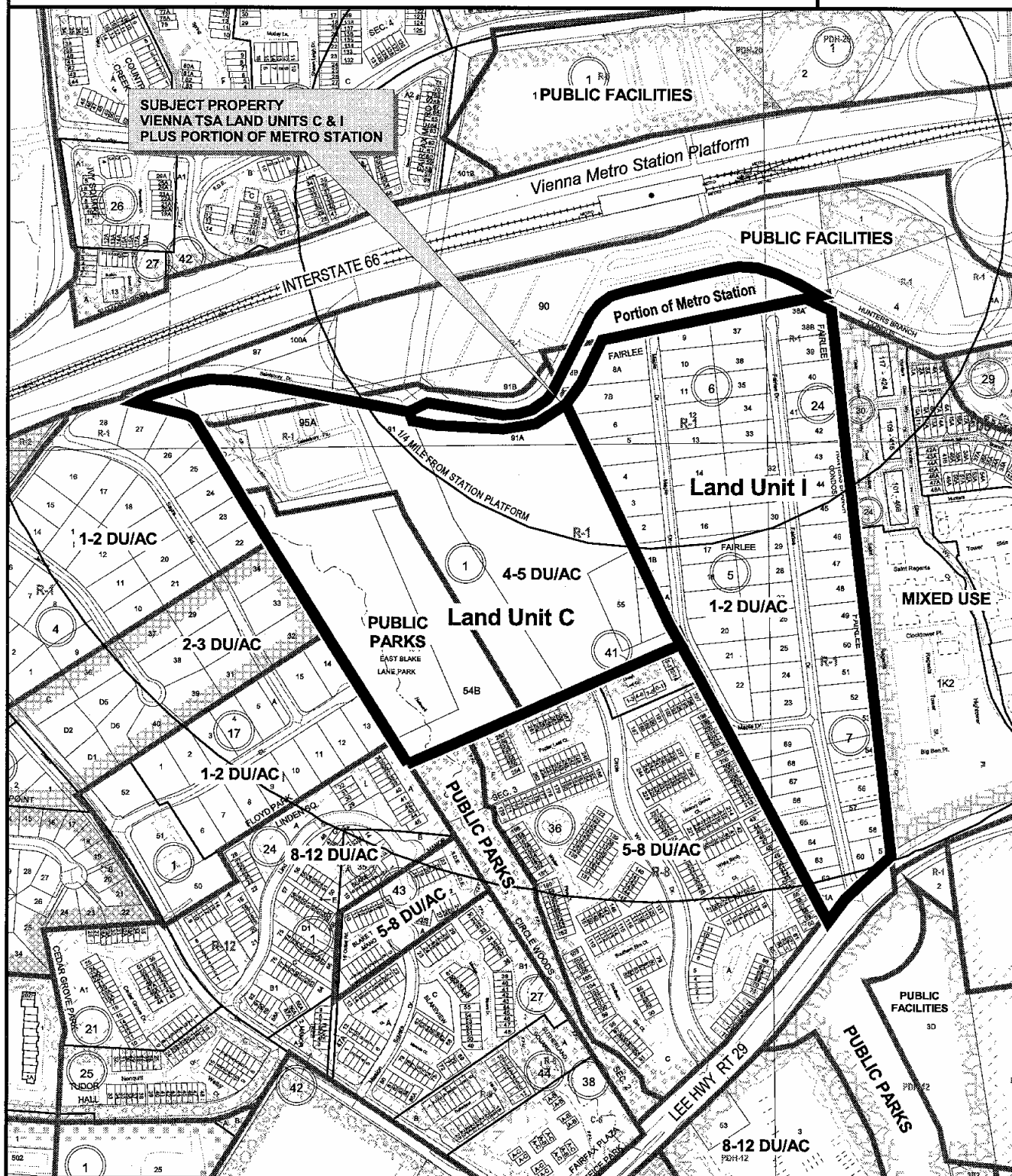
For additional information about this amendment call (703) 324-1210.



CURRENT PLAN

DETAILED PARCEL LOCATION MAP FOR SUBJECT PROPERTIES AND
ADOPTED PLAN MAP RECOMMENDATIONS FOR ADJACENT AREAS.

ITEM: S02-II-V2
July 8, 2004



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING & ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JANUARY 2002, ZONING INFORMATION CURRENT TO JANUARY 2002



STAFF REPORT ADDENDUM

OUT-OF-TURN PLAN AMENDMENT S02-II-V2

BACKGROUND

On October 28, 2002, the Board of Supervisors authorized what has become known as the “Fairlee-Metro West” Out-of-Turn Plan Amendment for approximately 70 acres of land which is generally located south of the Vienna Metro Station, east of Hatmark Branch and north of Rt. 29. The Out-of-Turn Plan Amendment (OTPA), S02-II-V2, authorized the consideration of a mixed-use development consisting of residential, office and retail and support service uses. The staff report, dated June 5, 2003, provided an analysis of different land use options for the area and recommended that the Comprehensive Plan be amended to provide an opportunity for mixed-use “transit-oriented” development at this location.

The Planning Commission held a public hearing on June 25, 2003. The public testimony presented at that time included written and oral comments from over 30 speakers. On July 24, 2003, the Planning Commission voted to defer consideration of the proposed Plan amendment citing the complexity of the issues raised at the public hearing, and the need for additional time to better evaluate the proposal.

DISCUSSION

Staff concluded in its June, 2003 staff report that a well integrated, mixed-use development would present a unique opportunity for transit-oriented development at the Vienna Metro Station and would contribute to achieving several significant Countywide and regional planning and land use objectives. These objectives and possible countywide and regional benefits are discussed briefly below.

Countywide Objectives: The Policy Plan element of the Comprehensive Plan emphasizes that future growth in terms of the highest levels of development intensity should be concentrated around Transit Station Areas (TSA). These Metro station areas provide opportunities for mixed-use development that can take advantage of transit accessibility by concentrating development to be within walking distance of the rail station. Planning for a mix of residential and office uses provides opportunities for some to live near their workplace. Additionally, the higher densities proposed for TSAs allows for a variety of housing types and the opportunity to provide affordable housing in proximity to mass transit.

The Environmental Agenda, adopted by the Board of Supervisors on June 27, 2004, contains several elements which support mixed-use development near transit stops, integrating pedestrian-oriented neighborhood commerce into new communities, and providing pedestrian amenities. The Policy Plan also has environmental guidance to

preserve and improve air quality by establishing land use patterns and transportation facilities that encourage the use of public transportation and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles. Concentrated mixed-use development near rail can help implement transportation policies aimed at promoting strategies that reduce auto travel and improve traffic flow, thereby reducing auto emissions.

Regional Objectives: In addition to addressing important County policies and objectives, a Plan option for transit-oriented development also provides an opportunity which could benefit the metropolitan Washington area as a region. For example, the potential increase in the number transit riders would reduce vehicles on the road and as a result, favorably impact air quality which is of major regional concern. Mixed-use development at urban densities adjacent to transit is consistent with various “smart growth”, “sustainable development” and “transit-oriented development” principles. The Metropolitan Washington Council of Governments, in its initiative to promote public awareness and education, has drafted the following *Ten Smart Growth Principles*:

1. Create a Range of Housing Opportunities and Choices
2. Create Walkable Neighborhoods
3. Encourage Community and Stakeholder Collaboration
4. Foster Distinctive, Attractive Places with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair and Cost Effective
6. Mix Land Uses
7. Preserve Open Spaces, Farmland, Natural Beauty and Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen and Direct Development Towards Existing Communities
10. Take Advantage of Compact Building Design

Most of these principles are reflected in the Plan option being considered. A range of residential unit types is proposed with a majority of the units planned to be within a walkable ¼ mile from the transit station. A strong emphasis is placed on the design of buffers and transitions to adjacent residential communities while at the same time improving their access to transit and to future planned retail and support service uses. The proposed development pattern places the tallest buildings and the majority of the development density/intensity closest to the transit station. Most significantly, a community process has been established to facilitate collaboration among community representatives, the developer and County staff. Staff believes that County’s policies and the many regional “Smart Growth” characteristics and principles noted above, are reflected in the proposed Plan option for Metro-oriented mixed-use development.

Local Area Community Review Process: In order to address community issues and concerns expressed at the public hearing, a citizen’s committee, known as the Fairlee Work Group, was formed. The Work Group has representation from the nearby residential communities and has worked with staff and the property owners/applicants to review the proposed Plan amendment in the context of the rezoning application that has

been filed. Among other things, the Work Group collectively compiled a master list of issues and systematically examined each issue based on information and analysis provided by staff and consultants to the developer.

Concurrent Review: The approach taken by staff and the Work Group has been to review the rezoning application and the proposed Plan Amendment concurrently. This approach has allowed the Work Group to benefit from the detailed information and analysis submitted as part of the rezoning application. Having rezoning level development plans has aided the Work Group and staff in gaining an in depth understanding of the design, composition, function and land use relationships anticipated with this proposed mixed-use community. The detailed transportation and engineering studies conducted for the rezoning have helped to address questions related to traffic impacts and to identify specific mitigation measures that might be employed. This concurrent review provides significantly more information than is normally available when evaluating changes to the Comprehensive Plan and results in a better understanding of how a proposed Plan amendment might be implemented.

ANALYSIS

Staff continues to support the idea of amending the Comprehensive Plan to provide an option for Metro-oriented, mixed-use development at this location. We feel that impacts associated with this option can be addressed through Plan text that outlines the conditions that should be met for consideration of this optional development level. The following analysis is based on the concurrent review of rezoning application RZ 2003-PR-022. A reduction of the proposed development plan for RZ 2003-PR-022, dated March 24, 2003 as revised through July 2, 2004 is contained as Attachment 1.

Land Use

The most recent development proposal is in keeping with the land use concept of transit-oriented development in terms of mix and location of uses in relation to the Metro station; the proposed densities; building heights and transitions to existing communities; the design focus on pedestrian access to the transit station; and, provision of public benefits associated with the proposal such as road improvements, land dedication for public use, and provision of on-site affordable housing. Further, the proposed Metro-oriented, mixed-use option includes the approximately 3 acres of WMATA property located between the Fairlee subdivision and the Metro access road which enhances the design and pedestrian relationship to the Metro Station.

Urban Design: Transit-oriented development is characterized by a more urban form and environment, typically consisting of residential, office and retail uses that are integrated and/or linked by design, function and orientation. All buildings should be located close to the street with facades and entrances that face the plazas and streets throughout the development. Building entrances, sidewalks and entry plazas should be designed to safely and conveniently channel the movement of pedestrians towards the Metro station and street level retail and service uses. The overall design should achieve the following

transit-oriented, urban design characteristics:

- The majority of the density/intensity of uses are within a 1/4-mile (generally a five minute walk) of the transit station;
- Building design, architecture and orientation create a sense of place and community through a series of gathering spaces, plazas and public open spaces;
- Grid-like pattern of streets and alleys are designed to disperse traffic as opposed to minimizing access points and creating bottle-necks;
- Pedestrian movement has priority as evidenced by narrower road widths, coordinated traffic signals and lower design speeds; and,
- Sidewalks, trails and pedestrian crossings are designed for pedestrian safety and convenience and provide a comfortable and inviting walking experience.

Ideally, the community design provides streetscape amenities such as street trees, sidewalks, plazas, street furniture, lighting and landscaping to encourage pedestrian activity. Locating buildings close to the street means that most off-street parking should be placed behind, within or beneath the buildings in parking structures; any parking structures located above grade should be designed to provide an attractive appearance that does not detract from the streetscape or desired positive pedestrian experience. Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system and does not create pedestrian barriers. Generally, the layout and design of the proposed development reflects these essential urban design characteristics. The streetscape design should reflect a hierarchy which distinguishes the more intensive development within a quarter mile of the Metro station from the transitional development farther from the station. The streetscape hierarchy should reflect an intentional design transition in character as reflected in pavement widths, lighting, streetscape, public furniture and amenities. The streetscape plan should provide for the continuation of the linear park treatment depicted along the extension of Vaden Drive as well as a consistent theme for the streetscape fronting on Saintsbury Drive. In instances where street trees may not be feasible because of the need to provide proper sight distances for roadways and intersections, alternative landscaping and plantings are appropriate.

Open Space: In this instance, significant public open space is proposed in the form of a central plaza oriented directly across from the Metro station that would lead into the central focal and circulation point along the main street of the proposed development. The conceptual plan for this area depicts broad sidewalks with special paving and street trees, performance space, fountain, café seating and benches, and landscaped traffic circle island. The remainder of the open space is provided largely as an amenity for residents of the mid and high-rise residential buildings. Recommendations for a balance of open space are provided such that sufficient open space remains visually and physically accessible to persons living and walking through this community

Pedestrian Orientation: One of the most significant barriers to creating a pedestrian oriented development was identified early in the design review process by the Work Group and the County's Trails Committee. The typical right-of-way and pavement widths associated with the design and construction of Vaden Road extended and for improvements to Saintsbury Drive would have facilitated the movement of vehicles but not pedestrians. The proposed standard design speeds, public road geometrics and multiple through and turn lanes presented a significant challenge to achieving a pedestrian friendly environment. In order to address this design challenge, the Work Group, the applicant, and staff from Fairfax County, WMATA and VDOT met several times to look at design options. The resulting effort produced one of the most significant changes to the development plan to date by providing much improved pedestrian access to the Metro station. The revisions involved the redesign of the Metro access road which shifted the right-of-way, relocated the taxi and bus bays at the Metro station, and created a wide raised pedestrian crossing which directly linked the development to the Metro station. The concept of a "pedestrian table" was added to the development plan which incorporates attractive pavement treatment, coordinated timing for pedestrian and traffic signals, landscaping, lighting and pedestrian amenities. This redesigned roadway and central pedestrian crossing results in pedestrian safety and enhanced accessibility to the Metro station.

Preliminary agreements with VDOT and WMATA are being pursued that will allow for reduced right-of-way and/or lane widths, fewer turn lanes, and lower design speeds on both Vaden Drive Extended and Saintsbury Drive. This will help to shift the focus from vehicles to pedestrians and create the opportunity for safer and easier pedestrian crossings of these two roadways from the proposed new development as well as the surrounding community.

Other improvements that support a pedestrian orientation include landscaped sidewalks on both sides of most internal streets, pedestrian amenities, trail/sidewalk connections to adjoining communities, a connection to a major regional commuter trail, and facilities for bicycle parking and storage.

Compatibility and Transition: The proposed Plan option places the highest densities and tallest buildings near the Metro station. To help achieve an effective transition between the mixed-use option and existing development, the current Plan's recommendations for buffers and transition should be carried forward and augmented to include design and transition elements for landscaping and attractive barriers. A 50 foot buffer and/or barrier fence is provided adjacent to Circle Woods. This transition includes berms, evergreen and deciduous trees and an attractive wooden barrier fence with brick piers along the community's eastern boundary to buffer the community from the proposed extension of Vaden Drive Extended. An approximately 30 foot buffer is proposed along the boundary adjacent to Hunters Branch and a buffer of approximately 20 feet is proposed adjacent to the Regent's Park community.

Public/Community Use: Concerns for the provision of adequate public space expressed at various points in the process can be addressed through the dedication of land to the County. The proposed development now includes an approximately 3 acre site immediately adjacent to East Blake Lane Park to be dedicated for public use. This site is large enough to support the potential construction of a 20-25,000 square foot public building to serve community recreation and public meeting space needs.

The provision of land dedicated for public use is particularly critical since much of East Blake Lane Park is not currently utilized with the exception of a regional trail segment through the park. The Park's stream, Hatmark Branch, and adjacent floodplain are characterized by invasive vegetation, erosion, frequent flooding and excessively braided channels which make most of the parkland unusable and inaccessible. The previous Plan recommendation to expand East Blake Lane Park is no longer feasible due to the development of senior housing on the land that had been identified for this purpose. However, the development of a water feature (in conjunction with a quasi-regional stormwater management wet pond) within East Blake Lane Park has been identified as a possible opportunity to significantly improve the park while providing an environmental benefit to area in the form of additional detention and best management practices (BMPs) to improve water quality. Details of public park improvements are discussed in both the Environmental and Parks sections of this report.

Affordable Dwelling Units: Affordable housing is a critical need in Fairfax County; County policies suggest that when communities such as Fairlee redevelop existing affordable housing should be replaced. The Fairlee neighborhood consisted of 61 units which were older, smaller homes with an average appraised value of approximately \$200,000 per unit in January 2002. In staff's view, these 61 existing affordable units should be replaced with any redevelopment of the Fairlee neighborhood in addition to those units which would be required under the Affordable Dwelling Unit provision of the Zoning Ordinance and those contributions contained in the Residential Development Criteria.

Increasing the supply of affordable units in mixed-use, transit-oriented locations provides opportunities for people with moderate incomes to live near mass transit and more easily commute to job locations. The proposed development provides for approximately 100 affordable dwelling units on site. This includes contributions or units required by the Ordinance, based on building types and planned density, and the replacement on-site of the 61 affordable units lost through redevelopment.

Environment

Storm Water Management: The Fairlee site drains into two streams which are both part of the Accotink Creek Watershed. A substantial portion of this proposed development drains to a small stream called Hatmark Branch on the west, and to a lesser extent, a stream called Hunters Branch on the east. Based on the review of recent development applications within this watershed, the bed and banks of both streams have been degraded as a result of undetained runoff from the surrounding area, including runoff from the

Metro station and properties north of I-66.

In order to mitigate existing degradation and impacts from this development, stormwater management (SWM) facilities and BMPs would need to be adequately sized. The June, 2003 staff report indicated that the proposed development provided an opportunity to improve the quality of Hatmark Branch through some level of restoration, which might include bed and bank stabilization, reforestation and possibly the creation of wetlands.

Further investigation, however, has revealed that efforts to improve Hatmark Branch may not be sustained or maintained due to the fact that most of the runoff into the stream from the area north of I-66, including the Metro station property, remains undetained. Presently there are no facilities in place to control the velocity and amount of this stormwater emptying directly into the sections of Hatmark Branch that are located in East Blake Lane Park. Similarly, the Hunters Branch stream and flood plain are subject to erosion and degradation also due to uncontrolled runoff from the Metro parking lots and developments north of I-66 and east of Nutley Street. Given these factors, the on-going erosion and degradation of the two streams and surrounding area due to flooding may not be abated as a result of efforts to restore and stabilize the area without some effort to control upstream runoff.

In order to address downstream impacts to Hunters Branch, the proposed development includes an underground stormwater management vault with filtration in the northeastern corner of the site. This will provide outfall control of water volumes and velocities, reducing downstream impacts.

A better understanding of the existing hydrological conditions has presented an opportunity to explore the feasibility of an off-site stormwater management wet pond in East Blake Lane Park. Initial investigations indicate that the development of a stormwater management wet pond within Hatmark Branch could provide both regional water quality benefits and create a significant public amenity on parkland that is currently inaccessible and unusable due to poor environmental conditions. Regional stormwater detention within Hatmark Branch could be developed as a passive recreational amenity benefiting all of the surrounding community.

An overall concept plan has been proposed which depicts the re-development of portions of East Blake Lane Park with an oblong-shaped stormwater management pond that is surrounded by a 12-foot wide pathway, naturalized landscape features, controlled access to the pond, a pedestrian bridge, a large open grassy lawn and a reforested area where the land slopes away from Vaden Drive extended. The design of the pond also retains a significant stand of upland hardwood trees located in the southwestern most corner of the application property. Preliminary consultation with the Park Authority and the Department of Public Works indicate that sufficient storage and control of upstream volumes could have beneficial impacts on the downstream erosion problems, as would stream bank stabilization downstream. The proposal could serve a dual purpose: 1) creation of a public park setting that would serve the larger, surrounding community, not just the proposed Fairlee development; and 2) a regional pond that could provide

stormwater management and water quality benefits in excess of what would be required by the proposed development alone. Although other on-site stormwater controls are available, the development of a public park and wet pond as a recreational amenity and environmental improvement is, from a staff perspective, the better alternative. County policies for public facilities seek to provide a comprehensive drainage improvement and stormwater management program in order to maximize property protection and environmental benefits throughout the watershed. The development of public stormwater control facilities to correct problems that affect the greatest number of persons or structures and that serve to minimize future problems is especially important in conjunction with new development. The proposal to locate a stormwater control facility that could serve a regional function while at the same time provide for parkland improvements targets several County objectives and goals.

Sustainable, Energy Efficient Development: The proposal for higher densities and transit oriented development creates opportunities to conserve energy and resources beyond the positive synergy of walkable, mixed-use development that seeks greater reliance on transit use. Although reduced vehicle trips work to improve air quality, new technologies and a conscientious landscape and building design can also achieve increased levels of energy efficiencies in many areas.

Planning and environmental concepts such as “Green Urbanism” and “Green Buildings” should be embraced as a means to conserve resources. The concept of environmental design for energy efficiency includes a wide range of elements such as: a landscape plan designed to reduce cooling and heating costs, minimize heat islands and create favorable microclimates; a lighting plan designed to minimize light trespass, avoid light pollution, and focus on crime prevention through environmental design; water efficient landscaping that can utilize ‘greywater’ or that can capture and recycle rainwater or runoff to maintain plants; commitments to design and construct buildings using higher standards for energy efficiency; limit use of harmful and polluting materials in HVAC systems; and provide for community storage and collection of recyclable materials, among others.

A commitment to participate in a program such as Leadership in Energy & Environmental Design (LEED) developed by the U.S. Green Building Council is strongly encouraged.

Noise: A preliminary noise study submitted as part of the concurrent planning and zoning review process indicates that highway noise impacts from I-66 may be at or above 65 dBA. This could affect the mid-story levels of the office and residential buildings located closest to the Metro station. Further noise studies and refined analyses are needed in order to evaluate whether design changes in the form of building setbacks and/or acoustical treatment will be needed.

Public Facilities

Schools: As indicated in the June, 2003 Staff Report, the proposed residential density would generate approximately 260 students. The current development application

includes a proposal to fund up to ten (10) modular classroom additions to a nearby elementary school as a suggested means of offsetting the impacts of this proposed development on County schools. Commitments to provide the majority of dwelling units in mid- and high-rise buildings will significantly reduce the impacts on schools below the number of students typically generated with lower density single family residential developments.

Parks: There is a deficiency of community park facilities in this service area. Currently, specific Plan text states that Parcels 92, 93 and 95 should be dedicated to the Park Authority if these parcels are part of the consolidation and redevelopment of the Fairlee community. These parcels are not part of the application property and were recently approved for age-restricted housing under the current Plan and are therefore no longer available for dedication as parkland to expand the adjoining East Blake Lane Park. The fact that these parcels can not be consolidated as part of this proposed Plan option does not alleviate the need for addressing the recreation needs of this development. County Park policies seek to maximize both required and voluntary dedication, development and renovation of lands and facilities for parks and recreation. The proposed mixed-use development could enhance existing parkland resources by providing new recreational opportunities where none presently exist.

The proposal to create a park and wet pond within East Blake Lane Park provides an opportunity to develop and construct passive recreational amenities such as trails, picnic tables, naturalized landscaping and safe access to the water's edge. Since the proposed park development would also be approximately ½ mile of the transit station, the development of a park and trails could expand opportunities for pedestrian access to Metro for both bikers and walkers as well as provide passive recreation for all the surrounding community.

Other on-site recreation which is open to the public and residents of the proposed new development, such as urban parks, gardens and open courtyards, are also appropriate measures to help address the park need generated by this proposed mixed-use option. All parks and public open space should be designed to encourage pedestrian and bicycle and other non-motorized access to the facility. This in turn will help to minimize potential vehicle trips generated by these facilities.

Transportation

The Comprehensive Plan recommendations for TSAs encourage transit-supportive development that achieves a balance of residential and non-residential uses. Portions of the proposed development are located within a half-mile walk of the Vienna Metro station platform. Thus, the proximity to the Metrorail system and associated bus services provided at the station affords an opportunity to substantially reduce the use of the single occupant automobile for commuting and other travel purposes. In addition to automobile trip reductions anticipated as a result of the 'synergy' generated by mixed-use development, additional transportation improvements and efficiencies are anticipated and include:

- Increased walk trips due to the mix of uses and compactness of the development
- Improved pedestrian access to the Metro station
- Fewer vehicle trips generated by the development
- Enhanced transit ridership
- Reduced vehicle-miles-traveled
- Improved air quality in the region

Land Use/Transportation Synergy: Based on the traffic study submitted by the applicant, the proposed mix of uses should create synergy among uses, resulting in a reduction in traffic. This synergy is achieved by providing a sufficient residential and commercial intensity and land use mix in combination with a design that is oriented toward, and walkable to, the Metro and other local destinations, such as shopping, restaurants and personal service establishments. The proposed mixed use development is intended to meet community needs for convenience shopping, entertainment, recreation and other routine goods and services with an emphasis on convenient pedestrian access. The trip reductions achieved should extend beyond peak hour weekday traffic into weekend and evening hours. The interdependency of office, retail and residential development is viewed as mutually supporting and sustaining and is essential to achieving that synergy. To foster pedestrian access, the community should be designed to discourage the flow of through vehicular traffic through the community.

Approximately 10 percent of trips to the office and retail components of the development are expected to occur by foot rather than by vehicle based on the traffic analysis done by the zoning applicant. Vehicle trip generation would be reduced from both the residential and office/retail uses. The proposed mixed use development also creates a better balance of trips into and out of the site during peak hours of travel, rather than the strong skew in one direction that usually occurs in the case of more traditional single use suburban development. Based on experience at other developments located outside the Beltway near metro stations, approximately 33 percent of peak hour trips generated by the residential uses in such locations are expected to occur by transit. For the office/retail component of the development, approximately 8-9 percent of trips to and from the site during peak hours are expected to use transit. Strong transportation demand management (TDM) programs should be implemented by the developer to encourage greater transit use by employees and residents. Public transportation, as well as walking and biking, should be encouraged.

Transportation Network Improvements: A transportation analysis has been performed by the applicant and reviewed by staff as part of the rezoning application to ensure adequate road improvements and capacity for anticipated traffic volumes. Transportation improvements associated with the proposed development are designed to provide site access, improve access to the Metro station, and mitigate the effects of traffic growth in the surrounding area. The proposed development plan would redesign existing transit facilities and the station ring road, Saintsbury Drive, in order to improve pedestrian safety, convenience and access to the station. These improvements are being designed in such a way as to facilitate the transfer and acceptance of this WMATA-owned access

road into the Virginia state roadway system.

To facilitate improved development access and circulation, a 4 lane divided roadway, connecting between the Vaden Drive/Saintsbury Drive intersection and Lee Highway, should be built with the first phase of development. The proposed development generally reflects this recommendation; it is designed as a landscaped boulevard that provides access from the arterial roadways to the new community. The detailed design of the new road should enhance the attractiveness of the community and focus on providing convenient and safe pedestrian crossings from adjacent neighborhoods. The curvature of the road and pedestrian enhancements at key intersections, in combination with minimizing lane widths and turn lanes, which serve as traffic calming measures, will help to keep speeds low and provide for safer pedestrian access to the Metro station and the retail core of the development. It would also be desirable to take road design or other measures which would discourage or prohibit tanker trucks or other vehicles carrying hazardous materials from using Vaden Drive Extended.

As previously noted, the current proposal reflects the potential for other significant public transportation benefits as a result of suggestions from the Work Group and staff from VDOT and WMATA and Fairfax County. Several smaller roadway improvements should be provided to address existing problems identified in the traffic analysis, and the effects of increased traffic due to the development and growth in the area. These include provision of:

- Second left turn lane to Nutley Street from eastbound Lee Highway;
- New signalization at the intersections at of Saintsbury Drive/Vaden Drive and Lee Highway/Vaden Drive;
- Improved access to eastbound I-66 from Saintsbury Drive;
- Modified signal timing and/or traffic controls at Saintsbury Drive/Vaden Drive, Vaden Drive/Virginia Center Boulevard, and Nutley Street/Saintsbury Drive/Shawnee Lane;
- Improved level-of-service along the Metro ring road (Saintsbury Drive) with redesign of roadway and new traffic signals; and,
- Commitments to facilitate or help to implement improvements in the adjacent area, such as Virginia Center Boulevard/Centreboro Court signal analysis, and signal timing studies along Nutley Street and along Lee Highway

With the provision of these added improvements and with the anticipated trip reductions due to proximity to transit and community serving retail, staff believes that the projected vehicular traffic generated by the proposed development can be accommodated with little impact on the surrounding transportation network.

Vienna Metro – Replacement of Permanent and Temporary Parking: County staff is concerned about the loss of a small number of permanent parking spaces located south of Saintsbury Drive and the loss of approximately 650 temporary Metro parking spaces on the “Sweeney” lot. Although the 650 parking spaces were intended to be of a temporary nature, these spaces are fully used and represent transit riders who may not continue to use Metro, or other transit alternatives, if replacement parking or some other alternative, is not provided. Every effort should be made to replace on or off-site any permanent Metro parking that is lost to development. In addition, some replacement of the temporary parking may be appropriate on a permanent basis on WMATA property, or as an interim use in the phasing of the proposed new development. Other means of addressing this reduction in Metro parking such as increased express bus service to the station should actively be pursued.

Vienna Metro-Pedestrian Access and Circulation Improvements: A major public transportation benefit to be derived from the proposed development is the potential redesign and upgrading of Saintsbury Drive, (the Metro ring road) and the Vienna Metro station facilities along with improved pedestrian access to the station. As a result of the collaborative review process, a concept was developed in order to provide a focus on pedestrian access to the station as a design priority. Based on input from the Work Group and the developer’s design team and in coordination with County, VDOT and WMATA staff, it is recommended that the main street of the development be extended to the station via a pedestrian crossing or ‘pedestrian table’ at its entrance to Saintsbury Drive. With this proposal, Metro facilities on the south side of the station are proposed to be upgraded and redesigned to provide for a pedestrian movement through a landscaped area facing the development. To further enhance pedestrian access to the station, the proposed development has been revised to reflect the re-design of the Metro ring road and to provide a delineated crosswalk at the eastern entrance to the development, tying the development to the sidewalk system at the station's kiss-and-ride area and bus transfer areas. Design treatments and amenities should be utilized in order to create an attractive sense of place as part of an enhanced pedestrian facility. The function of proposed pedestrian table should be designed to draw the station and the development closer together, thus promoting safe and convenient pedestrian movement between the station and new development.

Sidewalks should be provided along the development's frontage and along the Metro road from existing communities located south of the station, such as Hunters Branch and Regents Park, to the delineated crossing areas. Traffic signals should be provided at entrances to the development and station facilities from the ring road. These signals should also be timed and designed to accommodate pedestrian controls and phases with sufficient timing to allow the safe and convenient movement of large numbers of people moving between the Metro station access and the new development. The Metro ring road should reflect a design that reduces vehicular and pedestrian conflict points, such as bus bays, taxi stands, and vehicle drop-off points, while also providing the capacity needed to support planned development in the area.

Staff believes that the proposed development and improved Metro interface would achieve several benefits. First, the pedestrian table and redesign concept for the Metro interface with the proposed development would provide a major public benefit, providing needed improvements to the station facilities, greatly enhanced pedestrian access, and improved design of the Metro ring road. Secondly, the traffic signals and other improvements envisioned would also allow for an improved interface between communities to the south of the ring road and the Metro station property. Finally, the recommended improvements to the ring road would essentially reconstruct the road, relieving WMATA of this cost and allow for application to be made to bring the road into the State system, thus relieving WMATA of long term maintenance responsibilities.

Transportation Demand Management (TDM): As in other TSAs, TDM programs are necessary in order to reduce single occupancy vehicle (SOV) trips for both residential and non-residential uses. The implementation of a successful TDM program will require the participation of all development entities and their successors and should be structured to be applicable from the first phase of development through build-out and beyond. Since the trip generation dynamics at the beginning of the development will change as the project moves towards build-out, the TDM program should begin as a first generation design with initial programs and operations appropriate for the early phases of development. The initial program design should include a mechanism to survey and monitor achievement in terms of transit use, mode split, or other indicators and prescribe appropriate actions. The TDM program should be designed with flexibility to modify the programming and include incentives for meeting or exceeding SOV trip reductions, with penalties where the established standards are not met. A variety of TDM strategies should be provided such as: paid parking, transit subsidies, ridesharing/matching services, preferential treatment for transit riders, shared vehicle and guaranteed ride home programs, and marketing of commuter assistance programs, among others.

In order to achieve TDM strategies, a mechanism should be identified which creates a continuous funding stream to support TDM programming which continues throughout the life of the development. A meaningful TDM program should begin with the establishment of a fund to pay for the initial program start-up, include staffing, space, materials and supplies. Once an initial monetary commitment to establish a TDM program is defined, it is anticipated that on-going funding based on a residential unit and non-residential square foot basis will ensure the continuous implementation of a TDM program.

RECOMMENDATION

Staff recommends that the Plan recommendations for Land Units C and I of the Vienna Transit Station be modified to implement the following:

1. Provide a residential baseline of 5-8 dwelling units per acre (du/ac) for the Fairlee subdivision (Land Unit I) to reflect the full consolidation that was recently achieved. Note: The Plan Map would be changed from 1-2 du/ac to 5-8 du/ac;

2. Continue to reflect the residential option, at 12-16 du/ac and 16-20 du/ac, that is possible with the full consolidation Fairlee and the vacant, residentially planned properties to the west (Land Unit C); and
3. Add an option for Metro-oriented mixed-use development at up to 1.75 FAR if the Fairlee subdivision, vacant land to the west and property owned by WMATA are consolidated and conditions set forth in the Plan are met.

This recommended action has the effect of retaining the current Plan's two options for residential use and adding a third option for higher density mixed-use development that would include residential, office, retail and support service uses. Overall densities/intensities for these options are based on the degree to which land consolidation is achieved. The two residential options could result in an estimated 370 to 990 new residential units. Since these residential options are not contingent on consolidation of WMATA property, there would be little opportunity to foster transit-oriented development and pedestrian access to the Metro station would not be improved over what exists today. Transportation improvements would be limited to dedication of land for Vaden Drive extended at the lower density level and dedication of land and construction of the new roadway at the higher density range.

The new mixed-use proposal would provide the opportunity to incorporate WMATA property and foster a true Metro-oriented design. The proposed level of development (approximately 2,350 dwelling units, 300,000 square feet of office use, 25,000 to 75,000 square feet of retail and other support service uses, and approximately 25,000 square feet of public/community use) provides an opportunity to meet future housing, retail and employment needs at a location in the County that provides a transportation advantage. This type of concentrated development adjacent to Metro is supported by the County's adopted Policy Plan and is critically important in the effort to promote "smart growth" in the region. While there are many Objectives and Policies from the Policy Plan that support this alternative, the following are the most relevant to this proposed Plan amendment:

Land Use

Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of County goals.

Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas.

Land Use

Objective 6: Fairfax County should have a land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency.

- Policy a. Link existing and future residential development with employment and services, emphasizing ridesharing, transit service and non-motorized access facilities.
- Policy b. Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

Land Use

Objective 11: Redevelopment of existing residential neighborhoods should have as objectives increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems.

- Policy a. Ensure that redevelopment of residential neighborhoods for residential uses provides on-site, affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of all affordable units displaced, as well as meets the provisions of the County's Affordable Dwelling Unit Ordinance or Planning Criteria.

Transportation

Objective 10: Fairfax County's land use and transportation policies should be complementary.

- Policy a. Encourage relatively high density residential development in mixed use centers to promote walking trips, enable more efficient transit service and to reduce single occupant vehicle use.

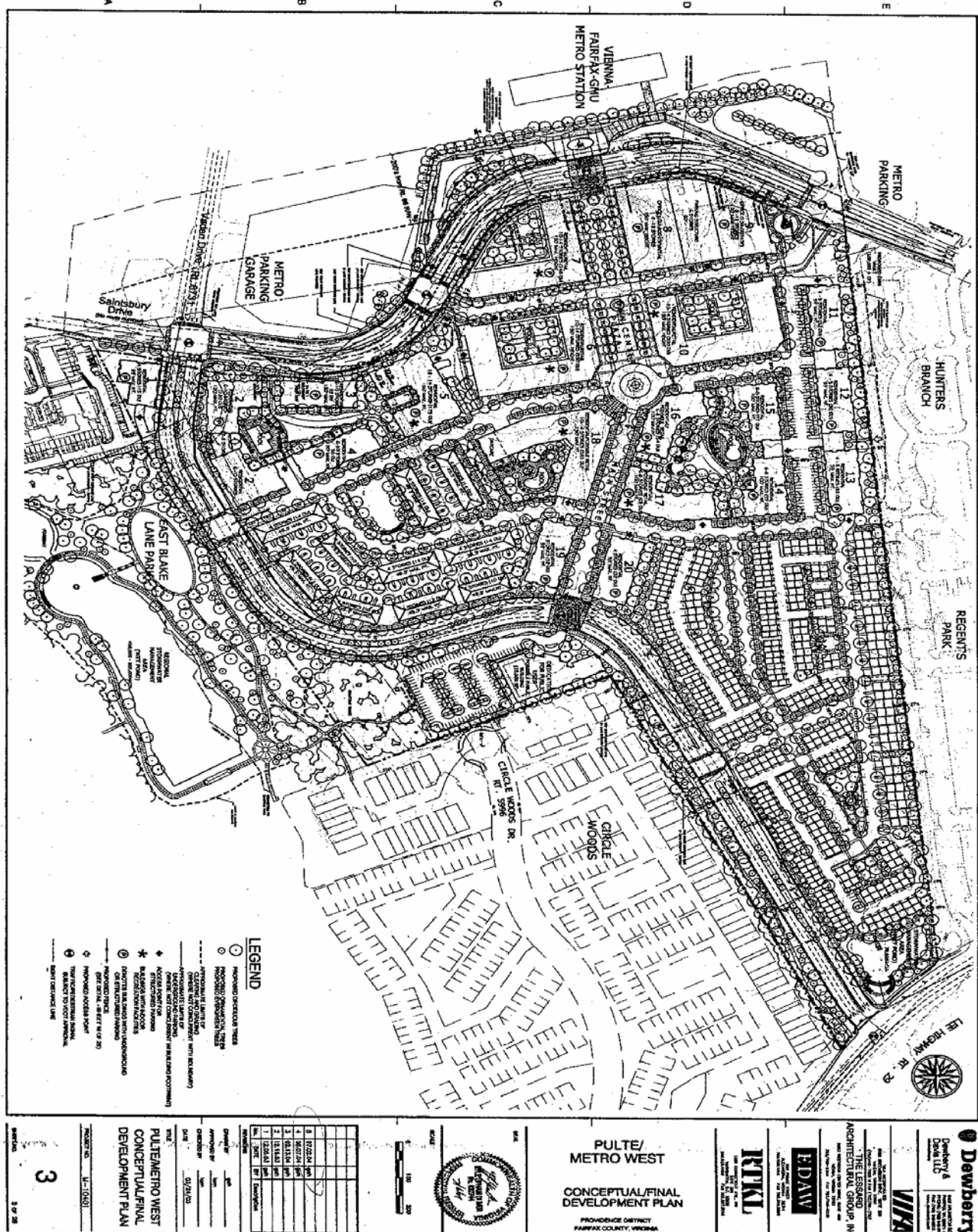
Land Use Objective 12, Policy a, is the most relevant and all-encompassing Policy guidance because it supports the concept of concentrating the highest levels of development intensity at locations that provide a transportation advantage. The focus of the staff addendum has centered on the opportunities presented by the preferred mixed-use option to achieve multiple public benefits and address both county and regional objectives: transportation and energy efficiencies; off-site improvements to the road network; affordable housing; diversity of housing stock; dedication of land for public use; potential regional water quality benefits in combination with improved public park and open space and community amenities, including related pedestrian and other non-motorized access, among others. This option is in keeping with this objective and associated policies based on the ability to concentrate development intensity at the Vienna Metro station.

Land Use Objective 6 and Transportation Objective 10 more specifically promote land use patterns that increase transportation efficiency, promote walking trips, encourage transit use and reduce dependence on automobiles. The mixed-use development option provides the opportunity create a land use pattern which concentrates development intensity within ¼ mile of the transit station and provides for an orientation of buildings and a land use mix designed to capitalize on transit use. This option is predicated on achieving linkages between residential and employment uses through the implementation of TDM measures that go beyond the current policy recommendation which emphasizes ridesharing, transit service and non-motorized access facilities.

Land Use Objective 11 provides guidance on the redevelopment of existing neighborhoods. Historically, Plan guidance for the Fairlee area has consistently provided development incentives in the form of higher densities based on consolidation of land area and the provision of public improvements. However, staff believes that the mixed-use development option provides better opportunities for positive impacts based on the anticipated dedication of land for public use; construction of public transportation improvements; provision of affordable housing that exceeds minimum requirements; environmental benefits affecting air quality, regional water quality, energy and resource conservation; and, most significantly, a reduced reliance on single occupant vehicle trips.

Staff recognizes that this level of density/intensity must be implemented in a manner that minimizes impacts on the surrounding community. To this end, the proposed Plan text for this option contains very specific development elements meant to ensure that future development addresses issues related to such things urban design, transition and buffers, open space and community amenities, along with the broader County concerns related to affordable housing, transportation, and stormwater management, to name a few.

The proposed concentration of future housing and employment in a mixed-use development adjacent to Metro is firmly supported by the adopted Policy Plan, as noted above. Staff feels that this Metro-oriented, mixed-use development option would result in benefits that are significantly greater than the other options in the Plan. The proposed mixed-use option represents the best opportunity to achieve important countywide objectives while still addressing the concerns of the surrounding community.

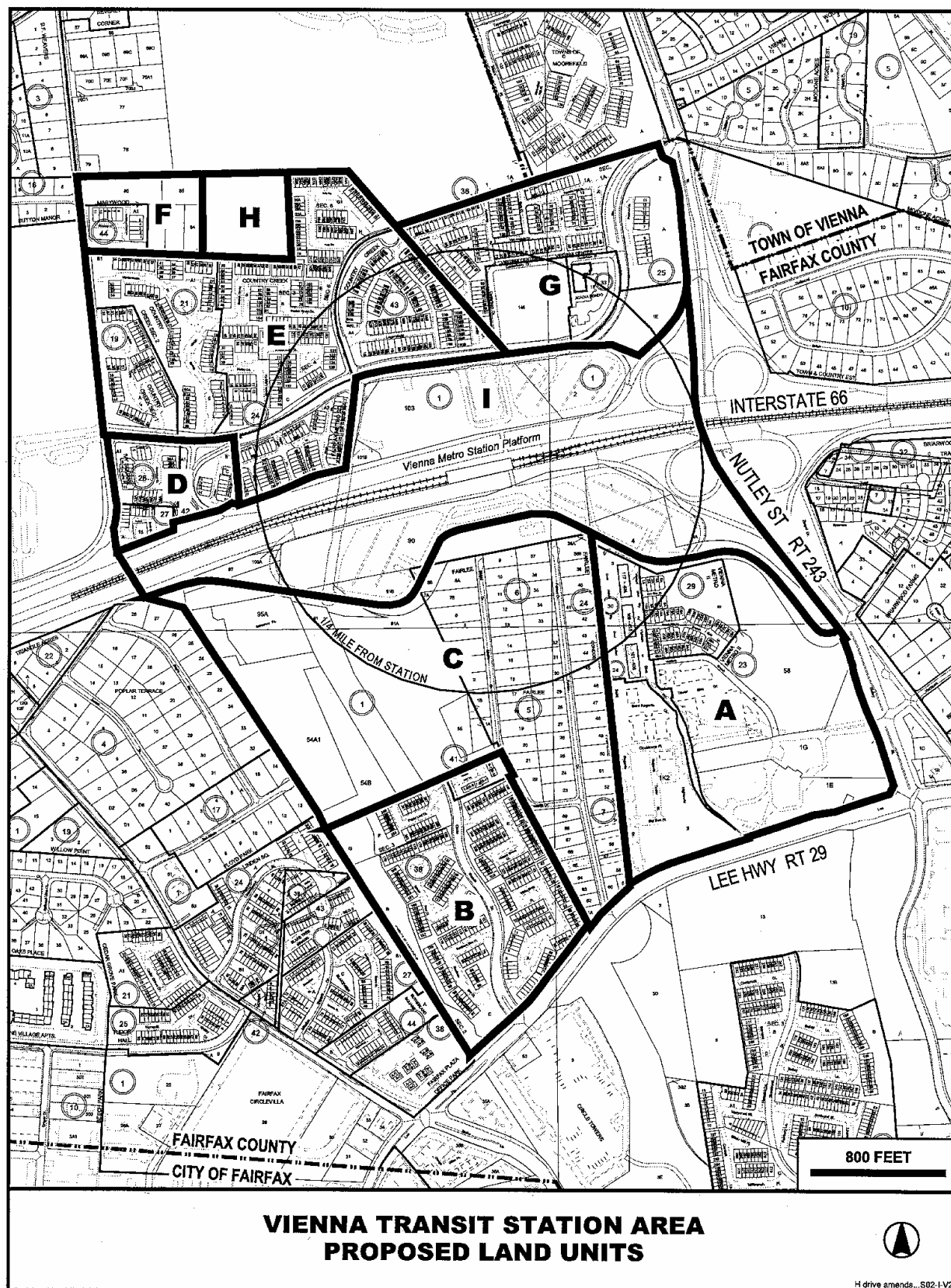


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RECOMMENDED PLAN TEXT

OTPA S02-II-V2

Note: As part of this amendment a new Land Unit C is created that combines old Land Units C and I with the WMATA property that is south of Saintsbury Drive. The WMATA Vienna Metro Station property that is bounded by Vaden Drive, Saintsbury Drive, Nutley Street and Virginia Center Blvd., will become the new Land Unit I. A map showing the proposed new land unit designations is provided on the following page.



REPLACE:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Pages 18 – 20 as follows:

“Land Unit C [Note: combines old Land Units C and I with WMATA property south of Saintsbury Drive]

This land unit is approximately 70 acres in size and includes portions of East Blake Lane Park, a significant amount of vacant land and the former Fairlee subdivision, an older residential neighborhood adjacent to the Metro station that contained 61 single-family detached houses, a parsonage and a church. Since the Fairlee subdivision has been fully consolidated, this land unit provides an excellent opportunity for remaining redevelopment to occur under a single integrated development plan.

Residential Baseline

The baseline recommendation for this land unit is residential use at 4-5 and 5-8 dwelling units per acre as shown on the Plan Map. [Note: As part of this Plan amendment the Comprehensive Plan Map will be revised to show the former Fairlee subdivision as planned for 5-8 dwelling units per acre.] The area that comprises the former Fairlee subdivision is planned at the higher density of 5-8 dwelling units per acre if the full consolidation of this area is achieved in accordance with the Policy Plan’s Guidelines for Neighborhood Redevelopment. The remainder of the land unit is planned at a density of 4-5 dwelling units per acre.

A portion of the land unit along Saintsbury Drive has been approved for age-restricted, multi-family residential use. A portion of East Blake Lane Park is located in this land unit and is planned for public park use.

At the baseline residential density, it is anticipated that access will be provided by the existing local streets, although the development of new streets could be provided. The area north of Land Unit B (Circle Woods) may be accessed by an extension of Circle Woods Drive provided that such extension does not extend through to roads that provide access to the Metro. Right-of-way should be dedicated to Fairfax County for the future road connection between Route 29 and Vaden Drive as shown on Figure 8. Pedestrian access to the Metro station area is a key feature of development of this land unit and should be provided as part of any future development. This pedestrian access should include a connection with the W&OD/Fairfax City Connector Trail.

Residential Option

As an option, if the former Fairlee subdivision is consolidated with the undeveloped parcels to the west, higher density residential use may be appropriate if the following conditions are met:

- The overall density will be calculated based on a density range of 16-20 dwelling units per acre for the former Fairlee subdivision and 12-16 dwelling units per acre for the remaining portion of the consolidation;

- Densities should taper down from the area closest to the Metro station towards Route 29 and the Circle Woods subdivision to encourage transit usage and provide an effective transition to existing residential areas;
- Building heights should not exceed 65 feet;
- Substantial usable open space should be provided for the residents of the new development. In addition, land should be dedicated to enlarge East Blake Lane Park;
- A 50-foot buffer should be provided to adjacent development;
- Development should preserve the natural vegetation and environmental amenities of the site to the extent feasible given the planned density;
- Affordable housing should be provided either through compliance with the Affordable Dwelling Unit ordinance or an appropriate proffer of land or units for affordable housing; and,
- Coordinated circulation and access should be provided as shown on Figure 8, including dedication and construction of the four-lane connector road (Vaden Drive Extended) between Route 29 and the Metro Station.

Metro-oriented Mixed-use Option

This land unit represents an excellent opportunity to promote transit oriented mixed-use development at the Vienna Metro station if the Fairlee subdivision and undeveloped parcels to the west are consolidated with property owned by the Washington Metropolitan Area Transit Authority (WMATA), located south of Saintsbury Drive adjacent to Fairlee. Including WMATA's property, within the overall development will allow for a better integration of the new land uses with the transit station. A coordinated development, in partnership with WMATA, will provide the opportunity to enhance pedestrian access by making changes to the location of some station facilities. Absent inclusion of the WMATA property into the Metro-oriented Mixed-use option, the WMATA parcel is planned for open space and the limited surface parking that currently exists.

This mixed-use option, which includes residential and non-residential uses, encourages the creation of a land use pattern that supports mass transit by locating housing, retail and employment uses within walking distance of the rail station. If this area is fully consolidated as described in the preceding paragraph, transit-oriented mixed use may be appropriate at an overall intensity not to exceed 1.75 FAR. Development should include residential, office, retail, service and public uses and should be concentrated in the area that is within one-quarter mile of the Metro station platform. For this development intensity to be considered, the proposed development must address a number of development elements or conditions related to such things as urban design, transportation, pedestrian circulation, affordable housing, and public facilities as discussed below.

The proposed transit-oriented mixed-use development is envisioned to contain the types of land uses and approximate amounts of development shown in Table 1.

Table 1

| Land Use | ¼ - Mile of Station | | Outside ¼-mile Area | |
|--|----------------------------|-----------------------------|----------------------------|-----------------------------|
| | Approximate Square Footage | Approximate Number of Units | Approximate Square Footage | Approximate Number of Units |
| Office | 300,000 | N/A | 0 | N/A |
| Retail and Support Service | 25,000 - 75,000 | N/A | 0 | N/A |
| High-Rise Multifamily Residential | N/A | 1400 | N/A | 0 |
| Mid/Low-Rise Multifamily Residential | N/A | 475 | N/A | 140 |
| Single Family Attached Residential (conventional & stacked townhouses) | N/A | 25 | N/A | 315 |
| Governmental/Community Use | 0 | N/A | 25,000 | N/A |

Urban Design – The development proposal should create a mixed-use activity center generally along the lines of the illustrative concept shown in Figure 1. A “town center” or “main street” character should be promoted by orienting office, residential and ground floor retail uses to sidewalks and plaza areas and by locating buildings close to roadways and providing streetscape amenities such as street trees, sidewalks, plazas, retail browse areas, street furniture and landscaping. To encourage Metro use, and patronage of the retail use by transit users, office and residential buildings should be oriented to the Metro and designed in a manner that will facilitate pedestrian access to the station as well as to retail and support service uses and outdoor plaza areas (see Figure 2). Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system and does not create barriers to pedestrian circulation from both on- and off-site. Building facades should establish a pedestrian scale in relationship to the street with architectural features such as variations in window and building details, texture, pattern and color of materials. Public space furniture and entry features are encouraged, as are arcades, awnings, and other building features that distinguish ground floor retail and office uses. The development should be high-quality in terms of site design, building design and materials and amenities.

Office Use – The office component of the mixed-use option should total approximately 300,000 gross square feet not including professional offices and live-work units that are planned for the ground floors of residential and office buildings. This office use should be located close to the Metro Station to encourage transit usage by office workers. Vehicular access to the office use should be from internal roadways that connect to Saintsbury Drive.

Residential Use – A mix of housing types should be provided including single family attached and multifamily units. So as to maximize transit usage, 75 percent or more of the residential units should be located within ¼-mile of the station platform within mid- and high-rise buildings.

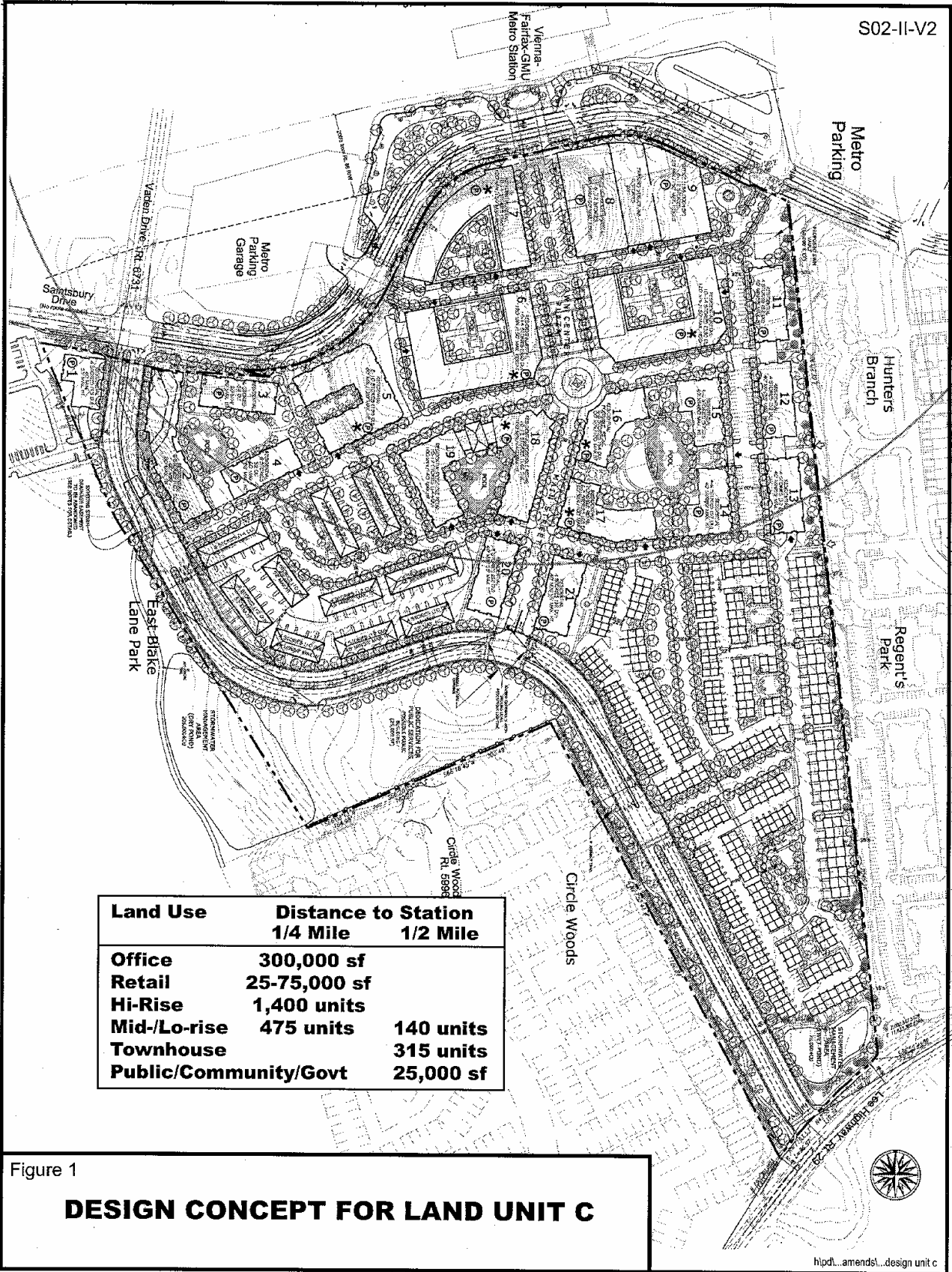
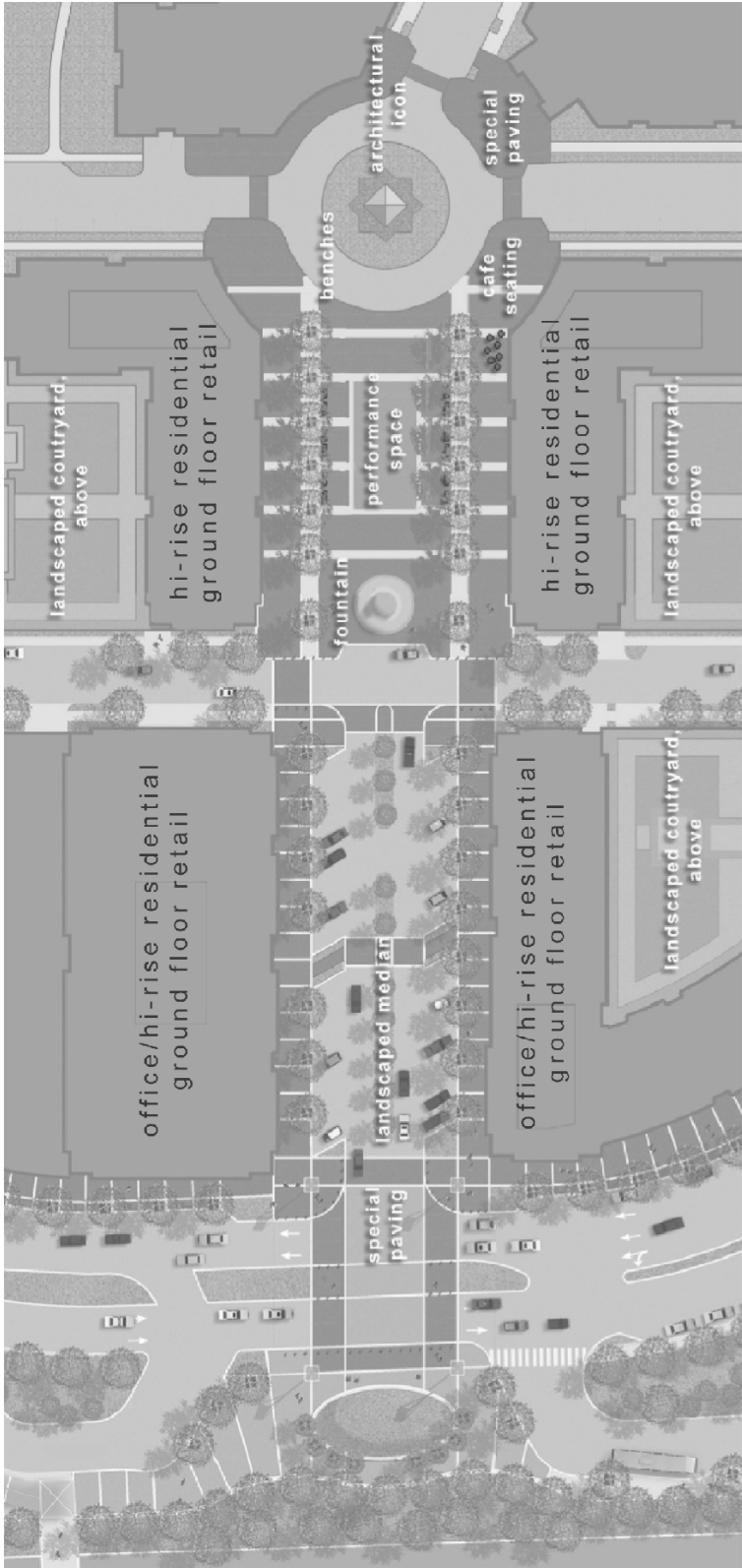


Figure 1

DESIGN CONCEPT FOR LAND UNIT C

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**DESIGN CONCEPT FOR TOWN CENTER PLAZA AND
PEDESTRIAN CONNECTION TO METRO**

Figure 2

h:\p\...amandis...town center plaza

Retail, Service and Other Uses – At least 25,000 square feet of retail and service uses intended to serve the employees, transit users and residents of the area should be provided in the ground floor of the office and residential buildings that are within ¼-mile of the Metro station. These uses may include financial institutions, full-service restaurants, delis and other food services, bookstores, boutiques, and dry cleaners. In addition, retail uses should also be considered for the ground level of any parking structure within this area that has sufficient street frontage. A child care facility should be provided within the development to serve both the residents of the community and transit riders.

In addition, other non-residential uses such as health clubs, institutional, cultural, recreational and governmental uses are also encouraged. These uses should be incorporated into the design of the lower floors of non-residential and residential buildings and should have direct public access and display windows oriented towards pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. Professional offices, child care centers and service uses may also be provided in the ground floor of residential structures. There should no free standing or drive-through non-residential uses. Retail, service and related non-residential uses may total 15 to 25 percent of the total non-residential development depending on the success in promoting this area as a retail and business activity center.

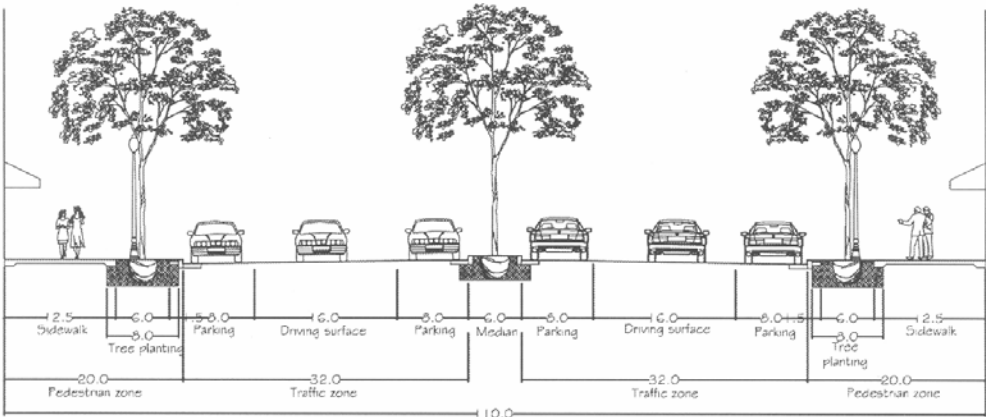
Building Height – High-rise development should be concentrated within the ¼ mile radius of the transit station platform, with buildings generally 10 to 14 stories in height. The maximum building height in this area should be no more than 150 feet. Outside the ¼ mile radius, densities should transition downwards to be compatible with existing residential areas, with buildings ranging from 2 to 6 stories in height. Building adjacent to the Hunters Branch community should be at comparable elevations (approximately 52 feet in height) and those adjacent to Circle Woods should be no more than 35 feet in height.

Trees, Landscaping and Streetscape – A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to seating areas and pedestrian sidewalks and trails during summer months. Where possible and feasible, native plantings and trees that are known to mitigate air pollution should be used in the development. The developer should consult with a certified arborist in choosing such trees appropriate to the site.

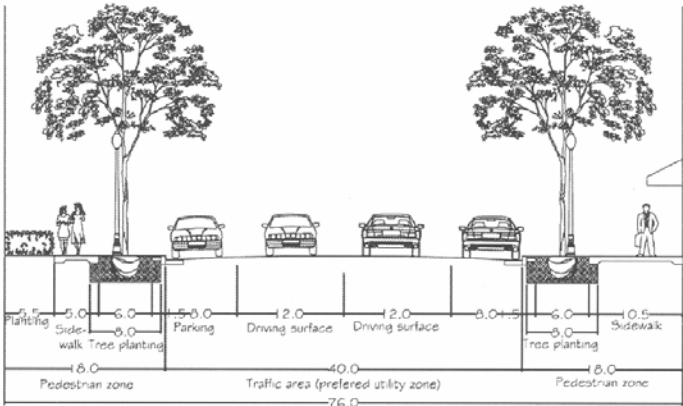
A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Road and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 3 and 4.

Parking - Most off-street parking should be located behind or beneath the buildings. In order to be transit and pedestrian friendly, parking structures should generally be internal to the site and not oriented towards the Metro Station. If not located beneath the buildings, parking structures should be integrated into the development through use of building facades, architectural features and landscaping with consideration of incorporating green roof elements and similar features into the design. Parking spaces may be dedicated for Metro use in the parking structures

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TOWN CENTER BOULEVARD

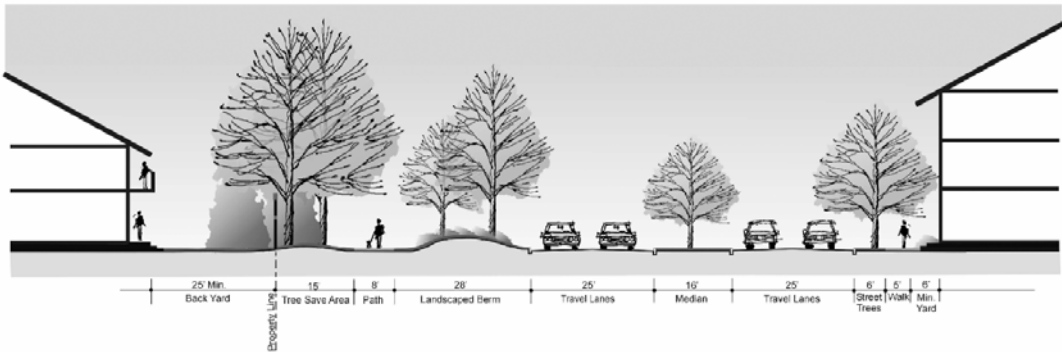


38' STREET

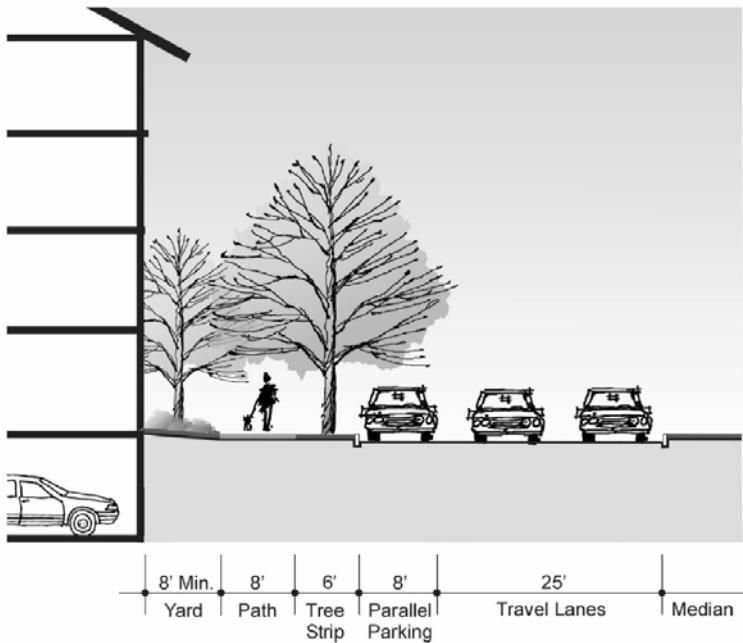
Figure 3

**TOWN CENTER AREA
STREETSCAPE CONCEPTS**

S02-II-V2



CIRCLE WOODS BUFFER AND VADEN DRIVE EXTENSION



SAINTSBURY AT RESIDENTIAL

Figure 4

**VADEN DRIVE AND SAINTSBURY DRIVE
STREETSCAPE CONCEPTS**

near the Metro station, provided that primary access for any Metro parking is from Saintsbury Road or other parallel roadways. In addition, temporary surface parking may be provided for Metro patrons.

Storm Water Management – Adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development should be provided. Detention of storm water that flows from the Metro station property to the site should be accommodated to the extent feasible. In addition to fully mitigating the drainage impacts of this development, the developer should improve the existing conditions of Hatmark Branch, which may require that SWM facilities exceed the minimum standards in the Public Facilities Manual. The quality of Hatmark Branch should be improved through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands. No stormwater detention ponds or similar detention facilities proposed in conjunction with the development of Land Unit C should be located within the current boundaries of East Blake Lane Park unless the facility provides regional water quality benefits and can be implemented in a manner that creates an amenity for the park. SWM facilities should be designed to incorporate plantings as may be appropriate to improve the appearance and function of the facilities.

The grading associated with the redevelopment of Land Unit C should be done in a manner that better manages stormwater. An underground SWM facility should be provided to help regulate the flow of water into Hunters Branch.

Affordable Housing – Affordable dwelling units (ADUs) within Land Unit C and contributions to affordable housing should be provided in accordance with the provisions of the Zoning Ordinance and the Residential Development Criteria. In addition to meeting those provisions, which will result in ADUs based on the number and types of building constructed, the developer should replace the 61 units lost with the redevelopment of the former Fairlee Subdivision. These additional affordable units should be provided on site and dispersed throughout the development to the extent feasible.

Noise Mitigation - Highway noise attenuation measures should be provided in accordance with County policy for all residential uses. Additionally, there should be no buildings located within 200 feet of the I-66 right of way.

Parks and Open Space – Substantial, usable open space should be an integral part of the proposed mixed-use development. Open lawn areas, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Opportunities for public art should also be incorporated into the development.

To enhance the quality of this development, on-site facilities should be provided to meet the recreation needs of residents, including urban parks and plazas for the use and enjoyment of residents and visitors. In addition, consideration should be given to dedicating land adjacent to East Blake Lane Park and to providing the opportunity to construct a community facility in this area. This community facility may include opportunities for indoor recreation and community meeting space or other community needs, as may be identified by the County in coordination with the community.

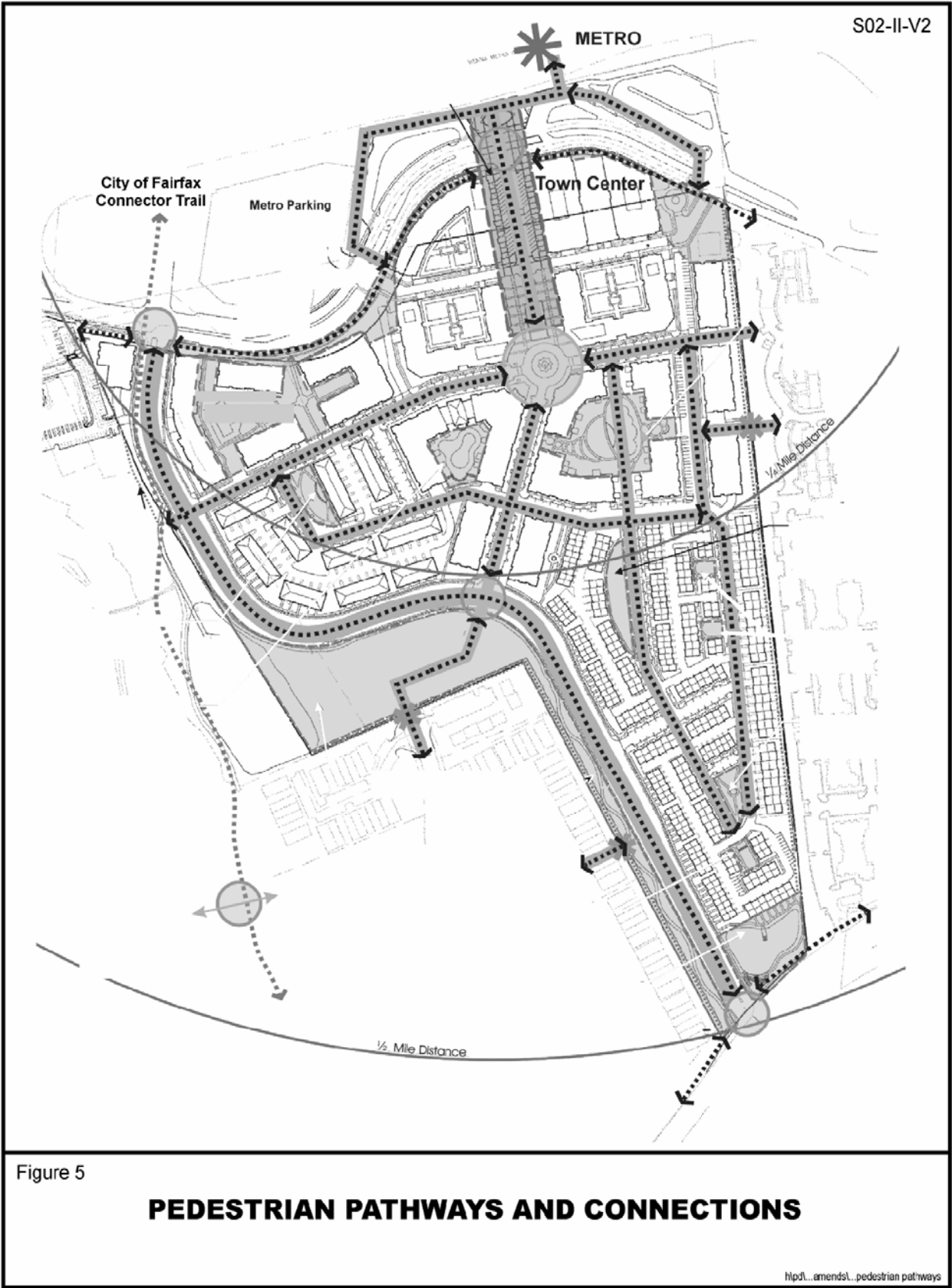
Buffers and Transitions to Existing Communities –It is very important that effective buffers and transitions be implemented as a way to ensure that a compatible relationship is achieved between development in Land Unit C and the abutting residential communities. These transitions should include: a 50-foot buffer and/or barrier along the western and southern property lines adjacent to Circle Woods; a 30-foot buffer along the eastern property line adjacent to Hunters Branch; and a 20-foot buffer along the eastern property line adjacent to Regents Park. Each buffer area should be appropriately landscaped to aid in the transition. An attractive barrier should also be provided along or inside the property line to help screen existing communities from the proposed redevelopment.

Pedestrian Circulation – A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides pedestrian connections to Circle Woods and Hunters Branch (see Figure 5). The development should have sidewalks on both sides of all major streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.

Transportation – It is essential that the impacts of the higher density/intensity development allowed under this option should be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures.

Capacity, Circulation, and Access. A detailed traffic impact analysis should be done to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. This impact analysis should include roads, transit and pedestrian systems.

In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), as shown in Figure 8, should be constructed with the first phase of development. This roadway should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. Although its function is to provide access to the Metro station and the proposed mixed use community, this roadway should be designed in such a manner as to foster low vehicular speeds that will facilitate safe pedestrian crossings at designated locations. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. The County should also take the appropriate measures to ensure that tank trucks and vehicles carrying hazardous cargo are prohibited from using Vaden Drive extended.



To further enhance pedestrian access to the Metro Station, the station access road (Saintsbury Drive) should be redesigned to improve pedestrian access to the station (see Figure 6). This may involve relocating the existing bus bays, taxi stands and parking and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location. It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development as well as pedestrians from the existing communities located south of the station, such as Hunters Branch and Regents Park. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.

Off-site improvements, such as improvements to the Route 29 and Nutley Street intersection, may be appropriate at the initial stage of redevelopment to help ease existing congestion in the area.

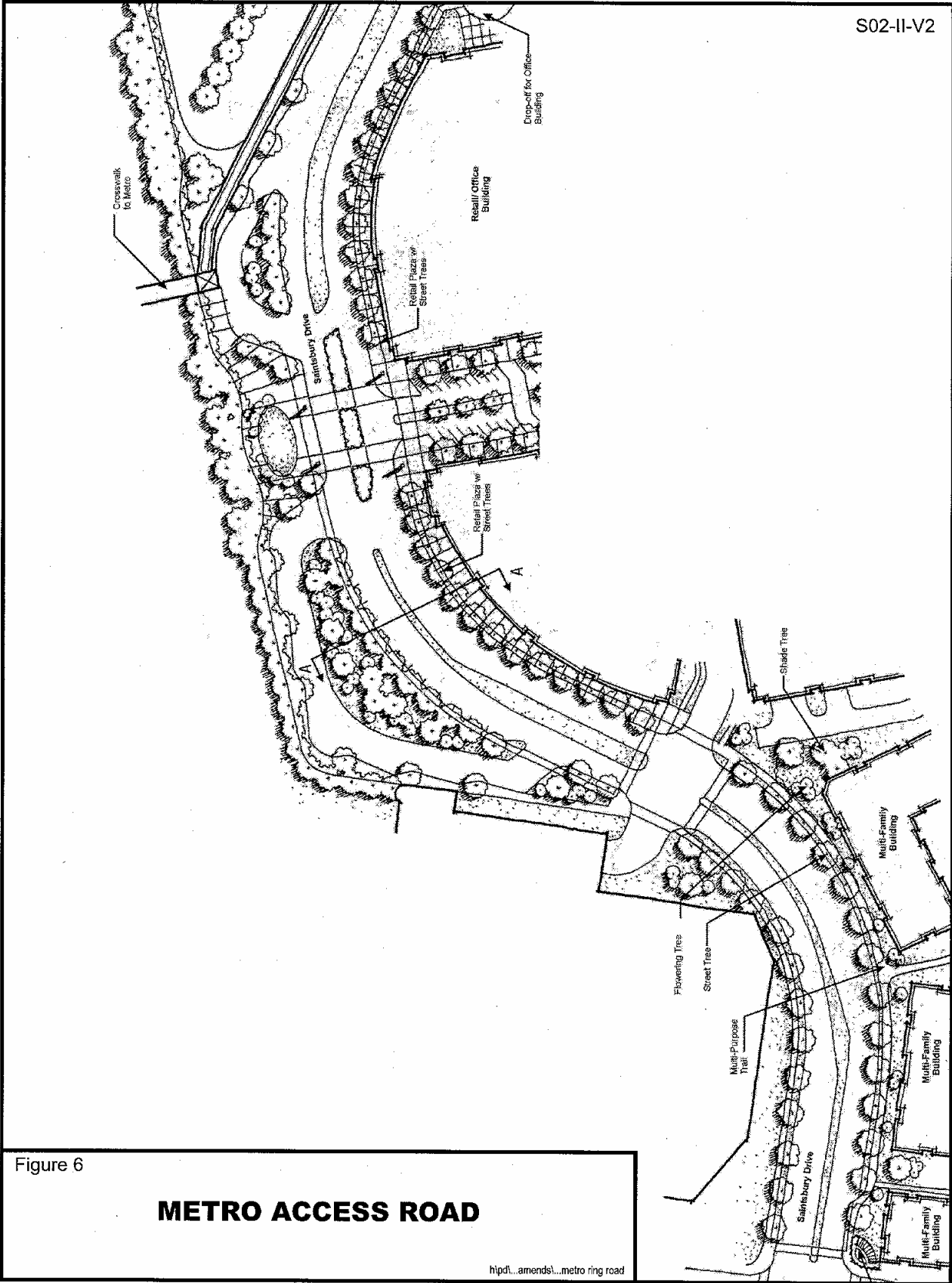
Transportation Demand Management (TDM). The overall strategy for transportation demand management is to provide a permanent TDM program that encourages the use of transit (Metro and bus) and high occupant vehicle commuting modes, and that utilizes measures to reduce automobile trips. The TDM program should grow in size and scope as the proposed development of the site occurs. While this program will start under the auspices of the developer, it will ultimately be maintained and funded by the residents and apartment and office building owners. The TDM program should be established with an initial contribution from the developer that is sufficient to ensure that it will operate during the initial construction, marketing, and occupancy phases. Additionally, long term funding for the TDM program should be ensured by mechanisms that may include a specified yearly contribution from each residential unit and non-residential square foot. TDM measures employed during the initial and subsequent development phases will have an objective of reducing single occupancy vehicle (SOV) trips in the peak hours by a specified amount. This target “mode split” of non-SOV trips will be negotiated between the County and the applicant and will vary to reflect the number and types of units being developed. In general mode split targets should begin relatively low then increasing over time as more units are built and occupied. On an annual basis, or after some other pre-determined time period, a survey should be conducted to document the success in achieving the target mode split. If the established interim and final 32 percent SOV trip reduction targets are not being met (or exceeded), then additional program measures and funding will be necessary until the SOV trip reduction targets are achieved. The end result of the TDM program should be an overall reduction of single occupancy vehicle (SOV) trips in the peak hours of at least 32 percent for the total development. This percentage reflects the trip reduction that was assumed in the transportation analysis associated with the consideration of this Plan amendment option.

A variety of TDM measures can be implemented to achieve this required SOV trip reduction. These measures could include the following:

Employer, Homeowner and Tenant Association TDM Measures

- Alternative Transportation Services
 - Shuttle Bus(es)
 - Vanpools
 - Shared vehicles
 - Telecommuting

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Support Facilities/Programs

- On-Site Transportation Coordinator
- Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours

Pricing Programs

- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Bicycle use should be encouraged. Parking for bicycles should be provided at the office, retail and multi-family residential buildings. To encourage pollution-free commuting, shower facilities should be provided in office buildings for bicycle commuters, walkers and runners.

The common areas of residential buildings and individual residential units should include features to encourage work at home such as the pre-wiring of units for high-speed internet access.

The TDM program should include an education component. This program component could include such measures as notifying residents about “ozone action days” and actively encouraging trip combination, car pooling, mass transit, and other measures to reduce air pollution from automobiles during such periods.

This reference to TDM measures is not meant to be all inclusive; other measures may be acceptable if coordinated with the Fairfax County Department of Transportation.

Partnership with WMATA – The success of this “Metro-oriented” development option will depend in large measure on an effective partnership between the developer, WMATA and Fairfax County. The approximately three acres of WMATA property, south of Saintsbury Drive, should be incorporated into the development to provide a strong pedestrian-oriented environment that links the station with the high density mixed use development that is possible under this option. The redesign and reconstruction of the current Metro access road (Saintsbury Drive) is a major benefit that will accrue to WMATA from this development option. Additionally, it is contemplated that this road will be accepted by VDOT for incorporation into its system. This will relieve WMATA of the responsibility for future upkeep and maintenance of this facility.

As a partner in this future development, in concert with the rezoning action required for this development option, WMATA should actively pursue the zoning action necessary to recognize the redesigned station facilities on Land Unit I. WMATA should also support Metro-oriented development at this location by initiating as soon as possible 8-car train service on the Orange Line so that the capacity will be in place to serve present and future riders from this and other stations along the Orange Line.

Metro Replacement Parking - Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of parking spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently the a portion of the property provides 650 temporary spaces for Metro parking, which will be eliminated with this development option. Due to the need to

maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on an interim basis should be strongly encouraged until such time as additional parking is constructed at the station and/or enhanced feeder bus service to the station is provided. WMATA and the developer should work with the County to replace some of the surface parking that will be lost with the redevelopment of this temporary parking lot. The following measures as well as other approaches should be considered:

- Construction of surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive;
- Provision of on-street parking along Saintsbury Drive; and
- Continued use of portions of the temporary Sweeney parking lot prior to the full closure due to development. The developer should provide a timetable and the number of spaces available under this measure.

Permanent Metro parking spaces and on-street spaces lost due to development should be replaced by the developer. The developer should provide the requisite number of parking spaces or provide funding for off-site provision of replacement parking.

Development Phasing - To ensure a viable, well-designed mixed-use project, a phasing plan should be a component of the rezoning application. This phasing plan should address the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction phase. The phasing of other public improvements, such as the public park and the community building, should also be indicated.

REPLACE:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Pages 22 – 23 as follows:

“Land Unit I [Note: As part of this amendment the WMATA Vienna Metro Station property that is bounded by Vaden Drive, Saintsbury Drive, Nutley Street and Virginia Center Blvd., will become the new Land Unit I.]

This land unit contains the Vienna Metro Station and related parking and transit facilities. It is planned for public facilities use as shown on the Plan Map.

MODIFY:

The Fairfax County Comprehensive Land Use Plan Map to show the Fairlee Subdivision (Land Unit I of the Vienna Transit Station Area) as planned for residential use at 5-8 dwelling units per acre.

MODIFY:

Fairfax Country Comprehensive Plan, 2003 Edition; Area II, Vienna Planning District, Vienna Transit Station Area; Figure 7, Vienna Transit Station Area Boundary and Land Units, Page 16 as follows:

1. Combine Land Units C and I and the WMATA property south of Saintsbury Drive to form a new Land Unit C;
2. Designate the Metro Station area, now labeled “Vienna Station,” as a new Land Unit I; and
3. Adjust the eastern boundary of the Vienna Transit Station Area to follow the current alignment of Nutley Street.

Note: Modify land unit references in the text to be consistent with this change.

MODIFY:

Fairfax Country Comprehensive Plan, 2003 Edition; Area II, Vienna Planning District, Vienna Transit Station Area; Figure 8, Vienna Transit Station Area Transportation Recommendations, Page 19 as follows:

Change the note to read, “Provide for a four-lane connection (Vaden Drive Extended) between Route 29 and the Metro Station. See Plan text under Land Unit C.”

Add shaded area for new Land Unit C and a note to read, “See Land Unit C text for additional transportation recommendations.”